

Appendix C

UNIT AND ROAD CHANGES BETWEEN DRAFT AND FINAL EIS

APPENDIX C

Unit and Road Changes Between Draft and Final EIS

Appendix C identifies the units and roads that changed between the Draft and Final EIS. These changes included modifications to the unit boundaries or road locations and the use of different silvicultural prescriptions and/or logging systems. Table C-2 identifies the acreage changes for each unit and prescription. In addition, it identifies when a road associated with a unit was dropped, added, shortened or lengthened, or changed from a system road to a temporary road (most common) or vice versa. Sometimes the changes varied by alternative so the alternative(s) affected are also listed.

The primary reasons for the changes included:

- § Updated information on some stream locations and channel types/classes resulted in changes in the riparian management area buffers, which resulted directly in acreage changes, and sometimes in the need to move a road or change a unit boundary or prescription;
- § The decision to include all adjacent units as part of the opening for the purpose of calculating legacy requirements resulted in the need to change legacy locations or the size of legacy polygons;
- § Refinements were made to legacy locations and amounts to enhance legacy benefits and improve logging feasibility;
- § Refinements were made to unit boundaries to include potentially isolated timber;
- § Refinements were made to improve unit economics (e.g., changing logging systems, refining road locations and lengths, adjusting unit boundaries and legacy)
- § Refinements were made to address soils concerns and improve wildlife connectivity;
- § Refinements were made to units in response to public comments.

These changes were incorporated into the unit and road cards for the Final EIS, located in the project record. The updated alternatives were used for the analysis displayed and discussed in the Final EIS.

The overall net effect of these changes to the alternatives is, in general, to lower the net impacts on resources as a result of the reduction in clearcutting and the reduction in road development that occurred between the Draft EIS and the Final EIS. Although the total acres of land within harvest units increased, the increase is due to an increase in uneven-aged management with 50 percent or 75 percent retention. . Overall, the effects of the Final EIS alternatives are well within the range of effects and generally less than the effects of the Draft EIS alternatives. A summary of the net changes for each alternative is provided in Table C-1 and in the following text:

- Alternative 2 – Changes in Alternative 2 between the Draft EIS and the Final EIS were relatively minor. Total timber volume to be harvested was reduced by 1 percent; acres of old-growth even-aged management (clearcutting) was reduced by 317 acres while old-growth uneven-aged management acres was increased by 494

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acres. Young-growth treatments did not change. New road construction decreased by about 3 miles and reconstruction was reduced by 1 mile.

- Alternative 3 – Total timber volume to be harvested was reduced by 7 percent between the Draft EIS and Final EIS. This was accomplished by reducing the acres of old-growth even-aged management (clearcutting) by 848 acres, increasing old-growth uneven-aged management acres by 1,059 acres, and decreasing young-growth treatments by 273 acres. New road construction decreased by about 5 miles and reconstruction was reduced by 2 miles.
- Alternative 4 – Total timber volume to be harvested was reduced by 10 percent between the Draft EIS and Final EIS. This was accomplished by reducing the acres of old-growth even-aged management (clearcutting) by 917 acres, increasing old-growth uneven-aged management acres by 1,125 acres, and decreasing young-growth treatments by 272 acres. New road construction decreased by about 8 miles and reconstruction was reduced by 2 miles.
- Alternative 5 – Alternative 5 had the largest changes in timber volume and acreage harvested between the Draft EIS and the Final EIS. Total timber volume to be harvested was reduced by 14 percent. This was accomplished by reducing the acres of old-growth even-aged management (clearcutting) by 1,489 acres, increasing old-growth uneven-aged management acres by 1,929 acres, and decreasing young-growth treatments by 231 acres. New road construction increased by 1 mile and reconstruction increased by 2 miles.

Table C-1. Summary of Net Changes in Volume (MMBF), Harvest Acreage, and Road Miles by Action Alternative Between the Draft and Final EIS

Measure	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Timber Volume (MMBF)				
DEIS	122.9	188.9	93.4	133.1
FEIS	121.1	175.7	84.4	114.1
Difference	-1.8	-13.2	-9.0	-19.0
Old-growth Even-aged Harvest Acres				
DEIS	4,232	5,786	1,899	3,942
FEIS	3,915	4,938	982	2,453
Difference	-317	-848	-917	-1,489
Old-growth Two-aged Harvest Acres				
DEIS	0	0	0	0
FEIS	0	0	327	0
Difference	0	0	+327	0
Old-growth Uneven-aged Harvest Acres				
DEIS	711	1,123	2,324	1,070
FEIS	1,205	2,182	3,449	2,999
Difference	+494	+1,059	+1,125	+1,929
Old-growth Harvest Acres (total)				
DEIS	4,944	6,909	4,223	5,012
FEIS	5,121	7,120	4,757	5,452
Difference	+177	+211	+534	+440
Young-growth Thinning Acres				
DEIS	0	2,572	2,160	2,081
FEIS	0	2,299	1,888	1,850
Difference	0	-273	-272	-231
Total New Roads (NFS and Temp) - including roads built on decommissioned road beds (Miles)				
DEIS	35.0	56.1	19.5	15.5
FEIS	32.1	51.4	11.5	16.6
Difference	-2.9	-4.7	-8.0	+1.1
Total Road Reconstruction (Miles)				
DEIS	19.3	39.0	21.5	15.6
FEIS	18.1	36.7	19.3	17.5
Difference	-1.2	-2.3	-2.2	+1.9

The terminology used in Table C-2 is defined below:

- § Conventional = ground-based or cable logging systems
- § Conventional/HE = mostly conventional logging systems plus helicopter
- § HE = helicopter
- § HE/conventional = combination of helicopter plus conventional logging systems
- § HE25 = Helicopter yarding with up to 25% basal area removal and 75% basal area retention.
- § HE50 = Helicopter yarding with up to 50% basal area removal and 50% basal area retention.
- § 33% patch = Patch cuts (up to 2 acres) with 33% removal overall
- § 40% 2-aged = Two-age management with 40% removal overall

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
4	Alt 4	45-ac conventional clearcut in DEIS; changed to 42-ac HE25 and 3-ac clearcut and dropped temporary road
4	Alt 5	45-ac clearcut (mostly HE) in DEIS; changed to 22-ac HE25 and 23-ac HE clearcut;
5	Alts 2, 3, 5	31-ac HE clearcut in DEIS; changed to 23-ac HE clearcut and 8-ac HE25
5	Alt 4	Not in Alt 4 in DEIS; added to Alt 4 as 30-ac HE25
6	Alt 4	65-ac conventional clearcut in DEIS; changed to 66-ac HE25 and 23-ac conventional clearcut and dropped three temporary roads
6	Alt 5	89-ac conventional clearcut in DEIS; changed to 56-ac HE25 and 33-ac conventional clearcut and dropped four temporary roads
7	Alt 2	12-ac conventional clearcut in DEIS; changed to 12-ac conventional clearcut and 3-ac HE25
7	Alt 3	12-ac conventional clearcut in DEIS; changed to 12-ac conventional clearcut and 5-ac HE25
7	Alt 4	7-ac conventional clearcut in DEIS; changed to 12-ac conventional clearcut and 5-ac HE25
8	Alts 2, 3, 4	59-ac conventional clearcut in DEIS; changed to 51-ac conventional clearcut and 8-ac HE25 and moved temporary road and reduced road length
8	Alt 5	45-ac HE/conventional clearcut in DEIS; changed to 33-ac HE/conventional clearcut and 12-ac HE25 and added short spur road at top of unit
11	Alts 2, 3, 4, 5	17-ac conventional clearcut in DEIS; changed to 18-ac conventional clearcut
12	Alt 4	15-ac conventional clearcut in DEIS; dropped from Alt 4
13	Alts 2, 3, 4, 5	7-ac conventional clearcut in DEIS; changed to 8-ac conventional clearcut
14	Alts 2, 3	79-ac conventional clearcut in DEIS; changed to 79-ac conventional clearcut and 2-ac HE25 and shortened temporary roads
14	Alt 4	Not in Alt 4 in DEIS; added to Alt 4 as 79-ac conventional clearcut along with temporary road
14	Alt 5	75-ac conventional clearcut in DEIS; changed to 75-ac conventional clearcut and 2-ac HE25 and shortened temporary roads
15	Alts 2, 3	83-ac conventional clearcut in DEIS; changed to 73-ac conventional clearcut and 29-ac HE25 and changed system road extension to temporary road and shortened it
15	Alt 4	34-ac conventional clearcut in DEIS; dropped from Alt 4
15	Alt 5	49-ac conventional clearcut in DEIS; changed to 32-ac conventional clearcut and 29-ac HE25 and changed system road extension to temporary road and shortened it
16	Alts 2, 3, 4	20-ac conventional clearcut in DEIS; changed to 20-ac conventional clearcut and 2-ac HE50 and dropped one of two temporary roads
16	Alt 5	20-ac conventional clearcut in DEIS; changed to 15-ac conventional clearcut and 7-ac HE50 and dropped both temporary roads

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
17	Alts 2, 3, 4, 5	31-ac conventional clearcut in DEIS; changed to 29-ac conventional clearcut and 2-ac HE25 and added three very short temporary road for landings
18	Alts 2, 3	21-ac HE clearcut in DEIS; changed to 19-ac HE clearcut
18	Alt 4	21-ac HE50 in DEIS; changed to 11-ac HE clearcut and 8-ac HE50
18	Alt 5	21-ac HE clearcut in DEIS; changed to 11-ac HE clearcut and 8-ac HE50
19	Alts 2, 3	23-ac conventional clearcut in DEIS; changed to 24-ac c conventional clearcut
20	Alts 2, 3	23-ac conventional clearcut in DEIS; changed to 32-ac conventional clearcut and moved temporary road
24	Alt 4	36-ac HE25 and 32-ac HE50 in DEIS; changed to 68-ac HE50
25	Alts 2, 3, 5	14-ac conventional clearcut in DEIS; changed to 17-ac conventional clearcut
25	Alt 4	14-ac conventional clearcut in DEIS; dropped from Alt 4
27	Alts 2, 3	43-ac conventional clearcut in DEIS; changed to 45-ac conventional clearcut
27	Alt 5	43-ac conventional clearcut in DEIS; changed to 41-ac conventional clearcut
33	Alts 2, 3, 4, 5	8-ac HE clearcut in DEIS; changed to 13-ac HE clearcut
34	Alts 2, 3	11-ac conventional clearcut in DEIS; changed to 10-ac conventional clearcut
34	Alts 4, 5	11-ac conventional clearcut in DEIS; changed to 10-ac HE clearcut and dropped temporary road
35	Alt 4	14-ac 33% patch in DEIS; dropped from Alt 4
36	Alt 4	61-ac HE50 in DEIS; changed to 57-ac HE50
36	Alt 5	56-ac HE clearcut in DEIS; changed to 30-ac conventional clearcut and 26-ac HE50 and added system road to access clearcut
37	Alt 2	39-ac HE/conventional clearcut in DEIS; changed to 50-ac conventional clearcut and 29-ac HE50 and dropped temporary road
37	Alt 3	80-ac HE/conventional clearcut in DEIS; changed to 50-ac conventional clearcut and 29-ac HE50 and dropped temporary road
37	Alts 4, 5	92-ac HE50 in DEIS; changed to 95-ac HE50
38	Alts 2, 3, 5	50-ac HE clearcut in DEIS; changed to 52-ac HE25
38	Alt 4	50-ac HE50 in DEIS; changed to 52-ac HE25
40	Alts 2, 3	39-ac HE clearcut in DEIS; changed to 44-ac clearcut
40	Alt 4	45-ac HE25 in DEIS; changed to 61-ac HE50
40	Alt 5	39-ac HE clearcut in DEIS; changed to 61-ac HE50
41	Alts 2, 3	17-ac HE clearcut in DEIS; changed to 19-ac HE clearcut
41	Alt 5	17-ac HE clearcut in DEIS; changed to 24-ac HE50
42	Alt 3, 5	45-ac conventional clearcut in DEIS; changed to 43-ac conventional clearcut
42	Alt 4	45-ac conventional clearcut in DEIS; changed to 32-ac conventional clearcut and 22-ac HE50 and dropped temporary road
43	Alt 2	11-ac conventional clearcut in DEIS; changed to 8-ac conventional

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
		clearcut due to changes in legacy
43	Alt 3	11-ac conventional clearcut in DEIS; changed to 7-ac conventional clearcut due to changes in legacy
44	Alts 2, 3	31-ac conventional clearcut in DEIS; not changed, except temporary road added
44	Alt 4	38-ac 33% patch in DEIS; changed to 33-ac HE50
44	Alt 5	31-ac conventional clearcut in DEIS; changed to 32-ac conventional clearcut and temporary road added
46	Alt 2, 3	29-ac conventional/HE clearcut in DEIS; changed to 28-ac conventional/HE clearcut
46	Alt 4	28-ac 33% patch and 3-ac HE25 in DEIS; changed to 31-ac HE50 and dropped temporary road
47	Alt 2	41-ac conventional/HE clearcut in DEIS; changed to 42-ac conventional/HE clearcut
47	Alt 3	46-ac conventional/HE clearcut in DEIS; changed to 47-ac conventional/HE clearcut
47	Alt 4	Not in Alt 4 in DEIS; changed to 42-ac HE50
47	Alt 5	46-ac conventional/HE clearcut in DEIS; changed to 42-ac HE50 and dropped proposed system road
48	Alts 2, 3, 5	12-ac conventional clearcut in DEIS; changed to 11-ac conventional clearcut
49	Alts 2, 3	55-ac conventional clearcut in DEIS; changed to 56-ac conventional clearcut
49	Alt 5	55-ac conventional clearcut in DEIS; changed to 71-ac HE50
50	Alt 5	Not in Alt 5 in DEIS; changed to 25-ac HE50
51	Alts 2, 3, 5	8-ac HE clearcut in DEIS; dropped from Alts 2, 3, and 5
52	Alt 2, 3	19-ac conventional/HE clearcut in DEIS; changed to 17-ac conventional clearcut and 2-ac HE50
52	Alt 5	19-ac conventional/HE clearcut in DEIS; changed to 12-ac conventional clearcut and 5-ac HE50 and dropped temporary road
53	Alts 2, 3, 5	12-ac conventional clearcut in DEIS; changed to 13-ac conventional clearcut and changed proposed system road to temporary road and moved it
54	Alts 2, 3, 4, 5	32-ac conventional clearcut in DEIS; changed to 29-ac conventional clearcut
57	Alt 2, 3	24-ac conventional clearcut in DEIS; changed to 31-ac conventional clearcut and moved and shortened temporary road
57	Alt 5	24-ac conventional clearcut in DEIS; changed to 25-ac conventional clearcut and dropped temporary road
58	Alts 2, 3, 5	17-ac conventional clearcut in DEIS; changed to 16-ac conventional clearcut
59	Alts 2, 3	38-ac conventional clearcut in DEIS; changed to 48-ac conventional/HE clearcut and dropped long proposed system road
59	Alt 4	21-ac 33% patch, 17-ac HE50, and 11-ac conventional clearcut in DEIS; changed to 31-ac HE50 and 28-ac conventional clearcut
59	Alt 5	38-ac conventional clearcut in DEIS; changed to 31-ac HE50 and 28-ac

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
		conventional clearcut
60	Alts 2, 3, 5	9-ac HE clearcut in DEIS; dropped from Alts 2, 3, and 5
60	Alt 4	9-ac HE25 in DEIS; dropped from Alt 4
62	Alt 4	17-ac 33% patch in DEIS; unit and temporary road dropped from Alt 4
65	Alt 5	12-ac conventional clearcut in DEIS; changed to 9-ac conventional clearcut and 3-ac HE50
66	Alt 4	25-ac 33% patch in DEIS; changed to 26-ac HE50
67	Alts 2, 3, 4	7-ac HE clearcut in DEIS; changed to 8-ac HE clearcut
68	Alts 2, 3, 5	42-ac clearcut in DEIS; changed to 39-ac clearcut and 3-ac HE50 and moved temporary road
68	Alt 4	42-ac 33% patch in DEIS; changed to 42-ac HE50
69	Alts 2, 3	72-ac clearcut in DEIS; changed to 67-ac clearcut and changed proposed system road to temporary road
69	Alt 4	72-ac conventional/HE clearcut in DEIS; changed to 91-ac HE50 and dropped proposed system road
69	Alt 5	72-ac conventional clearcut in DEIS; changed to 52-ac conventional clearcut and 21-ac HE50 and changed proposed system road to temporary road and moved temporary roads
70	Alt 4	14-ac 33% patch and 7-ac conventional clearcut in DEIS; changed to 14-ac 40% 2-aged and 7-ac conventional clearcut
71	Alts 2, 3	103-ac conventional clearcut in DEIS; changed to 91-ac conventional/HE clearcut and drop one of the temporary roads accessing unit
71	Alt 4	53-ac 33% patch in DEIS; changed to 61-ac 40% 2-aged
71	Alt 5	103-ac conventional clearcut in DEIS; changed to 80-ac clearcut and 11-ac HE50
72	Alts 2, 3	12-ac conventional clearcut in DEIS; changed to 12-ac HE25
72	Alt 4	12-ac HE50 in DEIS; changed to 12-ac HE25
72	Alt 5	12-ac conventional clearcut in DEIS; dropped from Alt 5 along with temporary road
73	Alt 2	Not in Alt 2 in DEIS; added as 40-ac HE clearcut in FEIS
73	Alt 3	Not in Alt 3 in DEIS; added as 40-ac conventional clearcut in FEIS
73	Alt 4	44-ac 33% patch in DEIS; changed to 44-ac HE50
73	Alt 5	36-ac HE clearcut in DEIS; changed to 44-ac HE50
74	Alts 2, 3	48-ac conventional clearcut in DEIS; changed to 46-ac conventional clearcut
74	Alt 4	Not in Alt 4 in DEIS; changed to 48-ac HE50
74	Alt 5	48-ac conventional clearcut in DEIS; changed to 48-ac HE50
75	Alt 2	73-ac conventional clearcut in DEIS; changed to 70-ac conventional clearcut and changed portion of proposed system road to temporary road
75	Alt 3	73-ac conventional clearcut in DEIS; changed to 61-ac conventional clearcut and 9-ac HE50 and changed portion of proposed system road to temporary road
75	Alt 4	63-ac 33% patch in DEIS; changed to 63-ac HE50 and shortened road

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
		reconstruction
75	Alt 5	Not in Alt 5 in DEIS; changed to 70-ac HE50
77	Alts 2, 3	99-ac conventional clearcut in DEIS; changed to 87-ac conventional clearcut and moved temporary road to avoid stream crossing
77	Alt 4	86-ac 33% patch in DEIS; changed to 87-ac 40% 2-aged
77	Alt 5	99-ac HE conventional clearcut in DEIS; changed to 87-ac shovel clearcut and added temporary road
78	Alts 2, 3	15-ac 33% patch in DEIS; dropped from Alts 2 and 3 along with temporary road
79	Alts 2, 3	28-ac conventional clearcut in DEIS; changed to 28-ac conventional clearcut and 5-ac HE50
79	Alt 4	24-ac 33% patch in DEIS; changed to 24-ac HE50
80	Alt 2	60-ac conventional clearcut in DEIS; changed to 58-ac conventional clearcut and 7-ac HE50 and the proposed system road was slightly shortened
80	Alt 3	60-ac conventional clearcut in DEIS; changed to 58-ac conventional clearcut and 4-ac HE50 and the proposed system road was slightly shortened
80	Alt 5	85-ac HE50 in DEIS; changed to 75-ac HE50 and 10-ac HE25
81	Alt 4	48-ac 33% patch and 11-ac HE25 in DEIS; changed to 41-ac 40% 2-aged and 20-ac HE50
82	Alt 4	8-ac 33% patch in DEIS; changed to 8-ac 40% 2-aged
82	Alt 5	17-ac conventional clearcut in DEIS; changed to 19-ac conventional clearcut
83	Alt 3	31-ac conventional clearcut in DEIS; changed to 36-ac conventional clearcut
83	Alt 4	24-ac 33% patch and 7-ac conventional clearcut in DEIS; changed to 44-ac HE25
83	Alt 5	31-ac conventional clearcut in DEIS; changed to 34-ac conventional clearcut
84	Alt 4	19-ac 33% patch in DEIS; changed to 19-ac 40% 2-aged
85	Alts 2, 3	Not in Alts 2 or 3 in DEIS; added as 17-ac HE clearcut
86	Alt 3	Not in Alt 3 in DEIS; added as 9-ac HE clearcut
87	Alts 2, 3, 5	13-ac conventional clearcut in DEIS; changed to 19-ac conventional clearcut
88	Alts 2, 3	19-ac conventional clearcut in DEIS; changed to 16-ac conventional clearcut
88	Alt 4	13-ac 33% patch in DEIS; changed to 6-ac 40% 2-aged and 4-ac HE50
88	Alt 5	19-ac conventional clearcut in DEIS; changed to 10-ac conventional clearcut and the majority of the temporary road was dropped
89	Alt 5	11-ac conventional/HE clearcut in DEIS; dropped from Alt 5
90	Alts 2, 3	33-ac HE clearcut in DEIS; changed to 16-ac HE50
90	Alt 4	33-ac HE50 in DEIS; changed to 16-ac HE25
90	Alt 5	33-ac HE50 in DEIS; changed to 16-ac HE25
91	Alt 2, 3, 4	17-ac HE clearcut in DEIS; changed to 17-ac HE50

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
91	Alt 5	17-ac HE clearcut in DEIS; dropped from Alt 5
92	Alts 2,3	4-ac conventional/HE clearcut in DEIS; changed to 2-ac conventional clearcut
92	Alts 4, 5	4-ac conventional/HE clearcut in DEIS; dropped from Alts 4 and 5
93	Alt 5	7-ac HE clearcut in DEIS; changed to 6-ac HE50
95	Alt 5	29-ac conventional/HE clearcut in DEIS; changed to 29-ac HE50
96	Alt 5	4-ac HE clearcut in DEIS; changed to 4-ac HE50
98	Alt 5	5-ac conventional clearcut in DEIS; dropped from Alt 5
100	Alts 2, 3	14-ac HE clearcut in DEIS; changed to 13-ac HE50
100	Alt 5	14-ac HE clearcut in DEIS; dropped from Alt 5
104	Alts 2, 3	54-ac HE clearcut in DEIS; changed to 54-ac HE50
104	Alt 5	54-ac HE clearcut in DEIS; changed to 54-ac HE25
105	Alts 2, 3	26-ac HE clearcut in DEIS; changed to 26-ac HE50
105	Alt 5	26-ac HE clearcut in DEIS; changed to 26-ac HE25
106	Alts 2, 3, 5	18-ac HE clearcut in DEIS; changed to 18-ac HE25
106	Alt 4	Not in Alt 4 in DEIS; added as 18-ac HE25
107	Alts 2, 3, 4, 5	11-ac HE clearcut in DEIS; changed to 11-ac HE25
108	Alts 2, 3	25-ac HE clearcut in DEIS; changed to 25-ac HE50
108	Alt 5	25-ac HE clearcut in DEIS; dropped from Alt 5
109	Alts 2, 3	10-ac HE clearcut in DEIS; changed to 10-ac HE50
109	Alt 5	10-ac HE clearcut in DEIS; dropped from Alt 5
110	Alt 3	Not in Alt 3 in DEIS; changed to 3-ac HE clearcut
111	Alts 2, 3, 4, 5	19-ac HE clearcut in DEIS; changed to 19-ac HE50
112	Alts 2, 3, 5	4-ac HE clearcut in DEIS; changed to 4-ac HE50
114	Alts 2, 3	30-ac HE clearcut in DEIS; changed to 33-ac HE clearcut
114	Alt 4	30-ac HE25 in DEIS; changed to 33-ac HE25
114	Alt 5	30-ac HE clearcut in DEIS; changed to 33-ac HE50
115	Alts 2, 3, 5	37-ac conventional clearcut in DEIS; changed to 38-ac conventional clearcut
118	Alts 2, 3	13-ac conventional clearcut in DEIS; changed to 18-ac conventional clearcut
118	Alts 4, 5	13-ac conventional clearcut in DEIS; changed to 16-ac conventional clearcut
119	Alts 2, 3, 5	87-ac conventional clearcut in DEIS; changed to 85-ac conventional clearcut
119	Alt 4	87-ac conventional clearcut in DEIS; changed to 59-ac conventional clearcut and dropped the southern temporary spur road
120	Alts 2, 3, 4, 5	19-ac conventional clearcut in DEIS; changed to 18-ac conventional clearcut
121	Alts 2, 3	51-ac conventional/HE clearcut in DEIS; changed to 47-ac clearcut and 5-ac HE50
121	Alt 4	53-ac HE50 in DEIS; changed to 54-ac HE50
121	Alt 5	51-ac HE clearcut in DEIS; changed to 54-ac HE50
122	Alts 2, 3, 4, 5	19-ac conventional/HE clearcut in DEIS; dropped from Alt 2, 3, 4, 5
123	Alts 2, 3	20-ac clearcut in DEIS; changed to 19-ac clearcut

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
123	Alt 5	20-ac HE clearcut in DEIS; changed to 27-ac HE25
125	Alts 2, 3, 5	6-ac HE clearcut in DEIS; changed to 6-ac overstory removal
126	Alts 2, 3, 5	2-ac HE clearcut in DEIS; changed to 2-ac HE25
127	Alts 2, 3, 4, 5	83-ac conventional clearcut in DEIS; changed to 87-ac clearcut and overall temporary road length needed to access unit was shortened
127	Alt 4	83-ac conventional clearcut in DEIS; changed to 89-ac HE clearcut
127	Alt 5	83-ac clearcut (mostly HE) in DEIS; changed to 89-ac HE clearcut
129	Alts 2, 3, 4, 5	10-ac conventional clearcut in DEIS; changed to 10-ac conventional clearcut and 3-ac HE50 and temporary road was shortened
130	Alts 2, 3, 4, 5	31-ac conventional/HE clearcut in DEIS; changed to 25-ac conventional/HE clearcut
131	Alts 2, 3, 5	25-ac clearcut in DEIS; changed to 29-ac clearcut
131	Alt 4	Not in conventional Alt 4 in DEIS; added as 42-ac HE50
132	Alts 2, 3, 5	10-ac conventional clearcut in DEIS; changed to 15-ac conventional/HE clearcut
132	Alt 4	Not in Alt 4 in DEIS; added as 15-ac HE50
133	Alts 2, 3, 5	42-ac conventional clearcut in DEIS; changed to 43-ac conventional clearcut
136	Alts 2, 3, 4	11-ac conventional clearcut in DEIS; changed to 11-ac HE25 and dropped temporary road along with system road reconstruction
136	Alt 5	Not in Alt 5 in DEIS; changed to 11-ac HE25
138	Alts 2, 3	36-ac conventional clearcut in DEIS; changed to 35-ac conventional clearcut
138	Alt 5	36-ac HE clearcut in DEIS; changed to 49-ac HE50
139	Alts 2, 3	57-ac conventional clearcut in DEIS; changed to 73-ac conventional/HE clearcut
139	Alt 5	57-ac HE clearcut in DEIS; changed to 106-ac HE50
140	Alts 2, 3	43-ac conventional clearcut and 40-ac HE25 in DEIS; changed to 62-ac conventional clearcut and 50-ac HE25 and dropped a temporary spur road
140	Alt 4	43-ac conventional clearcut and 40-ac HE25 in DEIS; changed to 137-ac HE25 and dropped proposed system and temporary roads
140	Alt 5	Not in Alt 5 in DEIS; changed to 137-ac HE25
141	Alts 4, 5	Not in Alts 4 and 5 in DEIS; changed to 38-ac HE25
142	Alts 2, 3	53-ac conventional clearcut in DEIS; changed to 62-ac conventional clearcut and added a short temporary road
142	Alt 4	53-ac conventional clearcut in DEIS; changed to 78-ac HE25 and dropped a temporary road and a long proposed system road
142	Alt 5	53-ac HE clearcut in DEIS; changed to 78-ac HE25 and dropped a temporary road and a long proposed system road
143	Alts 2, 3	59-ac conventional clearcut in DEIS; changed to 18-ac conventional clearcut and dropped a proposed system road and added a shorter temporary road
143	Alt 4	59-ac conventional clearcut in DEIS; changed to 30-ac HE25 and dropped proposed system road

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
143	Alt 5	59-ac conventional/HE clearcut in DEIS; changed to 30-ac HE25
145	Alts 2, 3	29-ac conventional clearcut in DEIS; changed to 28-ac conventional clearcut
145	Alt 5	29-ac HE clearcut in DEIS; changed to 27-ac HE clearcut
146	Alts 2, 3, 4, 5	14-ac conventional clearcut in DEIS; changed to 18-ac clearcut
147	Alts 2, 3	17-ac conventional clearcut in DEIS; changed to 16-ac clearcut
147	Alt 5	17-ac conventional clearcut in DEIS; changed to 16-ac HE50
148	Alts 2, 3	58-ac conventional clearcut in DEIS; changed to 54-ac clearcut
148	Alt 4	58-ac conventional clearcut in DEIS; changed to 48-ac HE50 and 34-ac 40% 2-aged and dropped most of the temporary roads
148	Alt 5	58-ac conventional clearcut in DEIS; changed to 59-ac HE50 and 23-ac HE25 and dropped all temporary roads and reconstruction of system roads
153	Alt 4	Not in Alt 4 in DEIS; changed to 38-ac HE50
154	Alt 4	90-ac HE25 in DEIS; changed to 90-ac HE50
160	Alts 2, 3	29-ac conventional clearcut and 21-ac HE50 in DEIS; changed to 26-ac conventional clearcut and 21-ac HE50
161	Alt 4	Not in Alt 4 in DEIS; changed to 99-ac HE25
162	Alt 5	21-ac HE clearcut in DEIS; changed to 15-ac HE clearcut and 7-ac HE25
172	Alts 2, 3	46-ac conventional clearcut in DEIS; changed to 50-ac conventional clearcut
172	Alt 5	46-ac HE clearcut in DEIS; changed to 50-ac HE clearcut
174	Alt 4	23-ac HE25 in DEIS; changed to 23-ac HE50
175	Alts 2, 3	6-ac HE clearcut in DEIS; changed to 4-ac HE clearcut
175	Alts 4, 5	6-ac HE clearcut in DEIS; changed to 4-ac HE50
176	Alts 2, 3	Not in Alts 2 and 3 in DEIS; changed to 6-ac HE clearcut
176	Alts 4, 5	Not in Alts 4 and 5 in DEIS; changed to 6-ac HE50
177	Alt 5	59-ac HE25 in DEIS; changed to 59-ac HE50
178	Alts 2, 3	9-ac conventional clearcut in DEIS; changed to 27-ac HE/conventional clearcut
178	Alt 4	9-ac conventional clearcut in DEIS; dropped unit and temporary road from Alt 4
178	Alt 5	9-ac HE clearcut in DEIS; changed to 27-ac HE clearcut
179	Alt 4	6-ac HE clearcut in DEIS; dropped from Alt 4
180	Alt 4	6-ac conventional clearcut in DEIS; dropped from Alt 4
181	Alts 2, 3	6-ac HE clearcut in DEIS; changed to 6-ac HE25
181	Alt 5	Not in Alt 5 in DEIS; changed to 6-ac HE25
182	Alts 2, 3, 5	25-ac conventional clearcut in DEIS; changed to 34-ac conventional clearcut and lengthened the upper temporary road
182	Alt 4	25-ac conventional clearcut in DEIS; changed to 34-ac HE25 and dropped two short temporary roads
183	Alts 2, 3	26-ac HE/conventional clearcut in DEIS; changed to 26-ac HE/conventional clearcut and 2-ac HE25
183	Alt 4	7-ac 33% patch and 19-ac HE25 in DEIS; changed to HE/conventional

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
		26-ac clearcut and 2-ac HE25
183	Alt 5	26-ac HE/conventional clearcut in DEIS; changed to 24-ac HE/conventional clearcut and 2-ac HE25
184	Alts 2, 3, 4, 5	15-ac conventional clearcut in DEIS; changed to 27-ac conventional clearcut and 9-ac HE25
185	Alt 4	20-ac conventional clearcut in DEIS; changed to 20-ac HE25 and dropped proposed system road
187	Alt 4	3-ac conventional clearcut in DEIS; changed to 3-ac HE25 and dropped proposed system road
187	Alt 5	Not in Alt 5 in DEIS; changed to 3-ac HE clearcut
189	Alts 2, 3	29-ac HE clearcut in DEIS; changed to 18-ac HE25 and 11-ac HE clearcut
189	Alt 4	29-ac HE25 in DEIS; changed to 18-ac HE25 and 11-ac HE clearcut
190	Alts 4, 5	23-ac conventional/HE clearcut in DEIS; changed to 12-ac conventional clearcut and 11-ac HE25 and dropped temporary road
191	Alts 2, 3, 5	14-ac conventional clearcut in DEIS; changed to 13-ac conventional clearcut and added temporary road on unit side of visual buffer
192	Alts 2, 3, 5	19-ac cl conventional earcut in DEIS; changed to 21-ac conventional clearcut
193	Alts 2, 3	9-ac conventional clearcut in DEIS; changed to 8-ac conventional clearcut
193	Alt 5	9-ac conventional clearcut in DEIS; dropped from Alt 5
194	Alts 4	58-ac 33% patch and 24-ac HE25 in DEIS; changed to 58-ac 40% 2-aged and 24-ac HE25
194	Alt 5	49-ac HE25, 4-ac HE50, and 28-ac conventional clearcut in DEIS; changed to 38-ac conventional clearcut and 40-ac HE25 and added two temporary spur roads
195	Alts 2, 3	40-ac HE/conventional clearcut in DEIS; changed to 38-ac HE/conventional clearcut
195	Alt 4	40-ac conventional/HE clearcut in DEIS; changed to 41-ac HE25 and dropped temporary road
195	Alt 5	40-ac HE clearcut in DEIS; changed to 41-ac HE25
197	Alts 2, 3, 4, 5	13-ac HE25 in DEIS; changed to 14-ac HE25
200	Alts 2, 3	18-ac conventional/HE clearcut in DEIS; changed to 16-ac conventional/HE clearcut
201	Alts 2, 3	72-ac HE clearcut and 23-ac HE50 in DEIS; changed to 40-ac HE clearcut and 76-ac HE50
201	Alt 4	115-ac HE50 in DEIS; changed to 122-ac HE50
201	Alt 5	72-ac HE clearcut and 23-ac HE50 in DEIS; changed to 122-ac HE50
202	Alts 2, 3, 5	50-ac HE clearcut in DEIS; changed to 51-ac HE clearcut
202	Alt 4	50-ac HE clearcut in DEIS; changed to 70-ac HE50
203	Alts 2, 3	52-ac HE clearcut and 20-ac HE50 in DEIS; changed to 43-ac HE clearcut and 25-ac HE50
203	Alt 4	52-ac HE clearcut and 20-ac HE50 in DEIS; changed to 68-ac HE50
203	Alts 5	52-ac HE clearcut and 20-ac HE50 in DEIS; changed to 35-ac HE clearcut and 32-ac HE50

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
206	Alts 4, 5	4-ac conventional clearcut in DEIS; dropped unit and temporary road from Alts 4 and 5
207	Alts 2, 3	12-ac conventional clearcut in DEIS; changed to 15-ac conventional clearcut
212	Alt 5	35-ac HE25 in DEIS; changed to 35-ac HE50
213	Alts 3, 5	41-ac HE25 and 24-ac HE50 in DEIS; changed to 40-ac HE25 and 24-ac HE50
360	Alt 3	21-ac conventional/HE clearcut in DEIS; changed to 38-ac conventional/HE clearcut
360	Alt 5	21-ac HE clearcut in DEIS; changed to 23-ac HE and shovel clearcut and added short temporary road
361	Alts 3, 5	10-ac HE clearcut in DEIS; changed to 17-ac HE clearcut
361	Alt 4	10-ac HE clearcut in DEIS; changed to 12-ac HE clearcut
363	Alts 3, 4, 5	100-ac HE clearcut in DEIS; changed to 104-ac HE50
368	Alt 4	22-ac HE clearcut in DEIS; changed to 32-ac HE50
368	Alt 5	22-ac HE clearcut in DEIS; changed to 23-ac conventional/HE clearcut and added temporary road and existing system road reconstruction
369	Alt 3	15-ac conventional clearcut in DEIS; changed to 18-ac conventional clearcut and shortened temporary road
369	Alt 4	15-ac HE clearcut in DEIS; changed to 24-ac HE50
369	Alt 5	15-ac HE clearcut in DEIS; changed to 8-ac conventional clearcut and 14-ac HE50 and added temporary road and existing system road reconstruction
370	Alt 3	21-ac conventional clearcut in DEIS; changed to 19-ac conventional clearcut and dropped all temporary roads
370	Alt 4	22-ac HE clearcut in DEIS; changed to 28-ac HE25
370	Alt 5	22-ac HE clearcut in DEIS; changed to 19-ac HE clearcut
372	Alt 3	16-ac conventional clearcut in DEIS; changed to 9-ac conventional clearcut
372	Alt 5	16-ac HE clearcut in DEIS; changed to 9-ac conventional clearcut
380	Alt 3	35-ac conventional clearcut in DEIS; changed to 38-ac HE25 and dropped temporary road
381	Alt 3	46-ac HE/conventional clearcut in DEIS; changed to 35-ac conventional clearcut and shortened temporary road
382	Alt 3	10-ac clearcut in DEIS; changed to 13-ac clearcut
383	Alt 3	16-ac clearcut in DEIS; changed to 20-ac clearcut
384	Alt 3	17-ac clearcut in DEIS; changed to 15-ac clearcut
386	Alt 3	29-ac clearcut in DEIS; changed to 16-ac clearcut, 8-ac HE25, and 1-ac HE50
387	Alt 3	8-ac conventional clearcut in DEIS; changed to 2-ac conventional clearcut and 1-ac HE25
388	Alt 3	Not in Alt 3 in DEIS; added unit as 11-ac conventional clearcut and added temporary road
392	Alt 3	17-ac conventional clearcut in DEIS; changed to 18-ac clearcut
394	Alt 3	28-ac conventional clearcut in DEIS; changed to 24-ac clearcut and 34-

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
		ac HE25
395	Alts 3, 4, 5	19-ac HE clearcut in DEIS; changed to 66-ac HE50
401	Alt 3	17-ac conventional/HE clearcut in DEIS; changed to 12-ac conventional clearcut and 8-ac HE50
402	Alt 3	6-ac HE clearcut in DEIS; changed to 7-ac HE50
403	Alt 3	17-ac conventional/HE clearcut in DEIS; changed to 8-ac conventional clearcut and 9-ac HE50
404	Alt 3	5-ac conventional clearcut in DEIS; changed to 3-ac conventional clearcut
405	Alt 3	5-ac HE clearcut in DEIS; changed to 4-ac HE50
406	Alt 3	4-ac conventional clearcut in DEIS; dropped from Alt 3
407	Alt 3	23-ac HE clearcut in DEIS; changed to 24-ac HE clearcut
408	Alt 4	53-ac HE50 in DEIS; changed to 50-ac HE50
409	Alt 4	53-ac HE/conventional clearcut in DEIS; changed to 50-ac HE50 and dropped temporary road
410	Alt 4	20-ac conventional/HE clearcut in DEIS; changed to 24-ac HE50
411	Alt 4	20-ac HE/conventional clearcut in DEIS; changed to 17-ac HE50
413	Alt 3	45-ac conventional/HE clearcut in DEIS; changed to 34-ac HE50 and dropped long temporary road
413	Alt 4	56-ac HE50 in DEIS; changed to 53-ac HE50
414	Alt 3	16-ac conventional/HE clearcut in DEIS; changed to 12-ac conventional clearcut and 1-ac HE50
414	Alt 4	16-ac conventional/HE clearcut in DEIS; changed to 6-ac conventional clearcut and 1-ac HE50
415	Alt 4	5-ac conventional clearcut in DEIS; dropped from Alt 4
418	Alt 4	36-ac HE50 in DEIS; changed to 30-ac HE50
420	Alt 3	21-ac HE clearcut in DEIS; changed to 16-ac HE25
421	Alt 3	6-ac HE clearcut in DEIS; changed to 6-ac HE50
423	Alt 3	23-ac conventional/HE clearcut in DEIS; changed to 22-ac conventional/HE clearcut
424	Alt 3	20-ac conventional clearcut in DEIS; changed to 19-ac conventional clearcut
429	Alt 3	11-ac conventional clearcut in DEIS; changed to 7-ac conventional clearcut
431	Alt 3	68-ac conventional clearcut in DEIS; changed to 67-ac conventional clearcut
435	Alt 3	32-ac conventional clearcut in DEIS; changed to 33-ac conventional clearcut and dropped a temporary spur road
438	Alt 3	56-ac conventional clearcut in DEIS; changed to 54-ac conventional/HE clearcut and dropped one of the temporary roads
439	Alt 3	36-ac HE clearcut in DEIS; changed to 32-ac HE clearcut
440	Alt 3	78-ac conventional/HE clearcut in DEIS; changed to 38-ac HE clearcut and 65-ac HE50 and dropped temporary road
441	Alt 3	5-ac conventional clearcut in DEIS; dropped unit and temporary road from Alt 3

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
443	Alt 3	3-ac conventional clearcut in DEIS; dropped unit and temporary road from Alt 3
444	Alt 3	49-ac HE/conventional clearcut in DEIS; changed to 40-ac HE25 and dropped temporary road
446	Alt 3	5-ac HE /clearcut in DEIS; changed to 7-ac HE clearcut
447	Alt 3	16-ac conventional/HE clearcut in DEIS; changed to 9-ac conventional/HE clearcut
448	Alt 3	5-ac conventional/HE clearcut in DEIS; changed to 4-ac conventional/HE clearcut
450	Alt 3	11-ac HE clearcut in DEIS; changed to 11-ac HE25
457	Alt 3	79-ac HE25 in DEIS; changed to 16-ac HE clearcut and 64-ac HE25
461	Alt 3	78-ac clearcut in HE25; changed to 83-ac HE25
461	Alt 4	25-ac HE25 in DEIS; dropped from Alt 4
463	Alt 3	38-ac HE25 and 21-ac HE50 in DEIS; changed to 25-ac HE25 and 9-ac HE50
464	Alt 3	20-ac HE clearcut in DEIS; changed to 5-ac conventional clearcut and 17-ac HE25
465	Alt 3	21-ac HE clearcut in DEIS; changed to 5-ac conventional clearcut and 22-ac HE25
466	Alt 3	27-ac HE/ conventional clearcut in DEIS; changed to 32-ac HE25
469	Alt 3	27-ac conventional clearcut in DEIS; changed to 40-ac conventional clearcut and added temporary road
471	Alt 3	33-ac conventional clearcut in DEIS; changed to 35-ac conventional clearcut
473	Alt 3	6-ac HE clearcut in DEIS; changed to 6-ac HE50
475	Alt 3	15-ac HE clearcut in DEIS; changed to 15-ac HE50
476	Alt 3	60-ac HE clearcut in DEIS; changed to 50-ac HE50
501	Alts 3, 4, 5	18-ac uniform thin in DEIS; changed to 17-ac uniform thin
502	Alts 3, 4, 5	29-ac uniform thin and 15-ac strip thin in DEIS; changed to 20-ac uniform thin and 16-ac strip thin
503	Alts 3, 4, 5	16-ac strip thin in DEIS; changed to 18-ac strip thin and 4-ac uniform thin
504	Alts 3, 4, 5	14-ac uniform thin and 13-ac strip thin in DEIS; changed to 12-ac uniform thin and 12-ac strip thin
505	Alt 3	15-ac strip thin and 6-ac uniform thin in DEIS; changed to 21-ac strip thin and 6-ac uniform thin
505	Alts 4, 5	15-ac strip thin and 6-ac uniform thin in DEIS; changed to 17-ac strip thin and 6-ac uniform thin
506	Alts 3, 4, 5	30-ac strip thin and 3-ac uniform thin in DEIS; changed to 26-ac strip thin and 2-ac uniform thin
507	Alts 3, 4, 5	13-ac strip thin and 9-ac uniform thin in DEIS; changed to 13-ac strip thin and 10-ac uniform thin
508	Alts 3, 4	27-ac strip thin and 28-ac uniform thin in DEIS; changed to 19-ac strip thin and 23-ac uniform thin
508	Alt 5	27-ac strip thin and 25-ac uniform thin in DEIS; changed to 19-ac strip thin and 18-ac uniform thin

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
511	Alts 3, 4, 5	23-ac uniform thin in DEIS; changed to 11-ac uniform thin
514	Alt 3	60-ac uniform thin and 18-ac strip thin in DEIS; changed to 64-ac uniform thin and 15-ac strip thin
515	Alt 3	15-ac uniform thin in DEIS; changed to 9-ac uniform thin
516	Alt 3	48-ac uniform thin and 23-ac strip thin in DEIS; changed to 45-ac uniform thin and 20-ac strip thin
516	Alts 4, 5	41-ac uniform thin and 23-ac strip thin in DEIS; changed to 38-ac uniform thin and 20-ac strip thin
518	Alts 3, 4, 5	15-ac uniform thin in DEIS; changed to 16-ac uniform thin
519	Alts 3, 4, 5	31-ac uniform thin in DEIS; changed to 33-ac uniform thin
520	Alts 3, 4, 5	41-ac uniform thin in DEIS; changed to 38-ac uniform thin
522	Alts 3, 4, 5	61-ac uniform thin and 20-ac strip thin in DEIS; changed to 44-ac uniform thin and 13-ac strip thin
523	Alt 3	35-ac uniform thin and 27-ac strip thin in DEIS; changed to 39-ac uniform thin and 26-ac strip thin
523	Alts 4, 5	5-ac uniform thin and 27-ac strip thin in DEIS; changed to 5-ac uniform thin and 26-ac strip thin
525	Alts 3, 4, 5	21-ac uniform thin and 12-ac strip thin in DEIS; changed to 23-ac uniform thin and 12-ac strip thin
526	Alt 3	3-ac uniform thin and 19-ac strip thin in DEIS; changed to 3-ac uniform thin and 20-ac strip thin
527	Alts 3, 4	11-ac uniform thin in DEIS; changed to 9-ac uniform thin
528	Alts 3, 4, 5	42-ac uniform thin and 19-ac strip thin in DEIS; changed to 48-ac uniform thin and 24-ac strip thin
529	Alts 3, 4, 5	7-ac uniform thin in DEIS; changed to 9-ac uniform thin
531	Alts 3, 4, 5	10-ac uniform thin and 20-ac strip thin in DEIS; changed to 7-ac uniform thin and 20-ac strip thin
532	Alts 3	9-ac uniform thin and 9-ac strip thin in DEIS; changed to 8-ac uniform thin and 10-ac strip thin
533	Alts 3	8-ac uniform thin and 4-ac strip thin in DEIS; changed to 6-ac uniform thin and 5-ac strip thin
542	Alts 3	16-ac uniform thin in DEIS; changed to 18-ac strip thin
544	Alts 3, 4, 5	22-ac uniform thin and 5-ac strip thin in DEIS; changed to 10-ac uniform thin and 5-ac strip thin
545	Alts 3, 4, 5	27-ac uniform thin and 183-ac strip thin in DEIS; changed to 20-ac uniform thin and 170-ac strip thin
546	Alt 3	29-ac uniform thin and 106-ac strip thin in DEIS; changed to 19-ac uniform thin and 103-ac strip thin
546	Alt 4	9-ac uniform thin and 21-ac strip thin in DEIS; changed to 6-ac uniform thin and 20-ac strip thin
546	Alt 5	4-ac uniform thin and 21-ac strip thin in DEIS; changed to 3-ac uniform thin and 20-ac strip thin
547	Alts 3, 4	8-ac uniform thin and 22-ac strip thin in DEIS; changed to 5-ac uniform thin and 23-ac strip thin
549	Alts 3, 4, 5	23-ac uniform thin and 56-ac strip thin in DEIS; changed to 11-ac uniform thin and 36-ac strip thin

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Table C-2. Unit and Road Changes Between Draft and Final EIS for Big Thorne Project (cont.)

Unit Number	Alternative(s) Affected	Changes between Draft and Final EIS
550	Alts 3, 4, 5	52-ac uniform thin and 112-ac strip thin in DEIS; changed to 32-ac uniform thin and 118-ac strip thin
551	Alts 3, 4, 5	117-ac uniform thin and 55-ac strip thin in DEIS; changed to 101-ac uniform thin and 56-ac strip thin
552	Alts 3, 4, 5	7-ac uniform thin and 19-ac strip thin in DEIS; changed to 6-ac uniform thin and 18-ac strip thin
555	Alt 3	26-ac strip thin in DEIS; changed to 27-ac strip thin
556	Alts 3, 4	3-ac uniform thin in DEIS; changed to 2-ac uniform thin
557	Alts 3, 4	38-ac uniform thin and 25-ac strip thin in DEIS; changed to 34-ac uniform thin and 24-ac strip thin
558	Alts 3, 4	27-ac uniform thin and 7-ac strip thin in DEIS; changed to 9-ac uniform thin
559	Alts 3, 4, 5	15-ac uniform thin and 10-ac strip thin in DEIS; changed to 9-ac uniform thin and 6-ac strip thin
560	Alts 3, 4, 5	4-ac strip thin in DEIS; changed to 5-ac uniform thin
561	Alts 3, 4	10-ac uniform thin and 20-ac strip thin in DEIS; changed to 7-ac uniform thin and 19-ac strip thin
561	Alts 5	10-ac uniform thin and 20-ac strip thin in DEIS; changed to 7-ac uniform thin and 15-ac strip thin
562	Alts 3, 4, 5	12-ac uniform thin and 33-ac strip thin in DEIS; changed to 6-ac uniform thin and 29-ac strip thin
563	Alts 3, 4, 5	8-ac uniform thin and 36-ac strip thin in DEIS; changed to 9-ac uniform thin and 36-ac strip thin
565	Alts 3, 4, 5	4-ac uniform thin in DEIS; changed to 2-ac uniform thin
567	Alts 3, 4, 5	16-ac uniform thin in DEIS; changed to 12-ac uniform thin
568	Alts 3, 4, 5	4-ac uniform thin in DEIS; changed to 2-ac uniform thin
569	Alts 3, 4, 5	16-ac uniform thin and 9-ac strip thin in DEIS; changed to 15-ac uniform thin and 7-ac strip thin
570	Alts 3, 4, 5	113-ac uniform thin and 41-ac strip thin in DEIS; changed to 98-ac uniform thin and 41-ac strip thin
571	Alts 3, 4, 5	10-ac uniform thin and 10-ac strip thin in DEIS; changed to 6-ac uniform thin and 11-ac strip thin
572	Alts 3, 4, 5	31-ac uniform thin in DEIS; changed to 23-ac uniform thin
574	Alts 3, 4, 5	14-ac uniform thin in DEIS; changed to 17-ac uniform thin
576	Alts 3, 4, 5	15-ac uniform thin and 5-ac strip thin in DEIS; changed to 14-ac uniform thin and 5-ac strip thin
578	Alts 3, 5	17-ac uniform thin and 15-ac strip thin in DEIS; changed to 17-ac uniform thin and 17-ac strip thin
579	Alts 3, 4, 5	20-ac uniform thin in DEIS; changed to 28-ac uniform thin
580	Alts 3, 4, 5	26-ac uniform thin in DEIS; dropped from Alts 3, 4, and 5
581	Alts 3, 4	11-ac uniform thin in DEIS; changed to 4-ac uniform thin
582	Alts 3, 4	4-ac uniform thin in DEIS; changed to 3-ac uniform thin